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THE ADMIRALTY have given  
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a Battalion of 1,000 men, which will  
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No. 17,892. 號二十九百八千七萬一第

日七初月八年卯乙

HONGKONG, WEDNESDAY, SEPTEMBER 15th, 1915.

三拜禮 號五十月九年四國民華中

PRICE, \$3 PER MONTH.

## THE HOME MAILS.

### TO ARRIVE.

Sept. 17th.—Europe (via Siberia) per S.S.  
LIANCHOOW.

### TO DEPART.

Sept. 18th.—Europe via Siberia, at 3 p.m.,  
per S.S. CHENAN.

Sept. 18th.—Europe via Siberia, at 5 p.m.,  
per S.S. ANZEL.

Sept. 21st.—Formosa via Keelung, Shanghai,  
Nagasaki, Victoria, B.C.,  
Seattle, Wash., and United  
Kingdom via Canada, at 1 p.m.,  
per S.S. TAMAR MARU.

Sept. 24th.—Straits, Burmah, Ceylon, Aden,  
Western Australia, India,  
Aden, Egypt and Europe, at 11  
a.m., per S.S. NANKIN.

Sept. 30th.—Japan via Nagasaki, United  
States, South America and  
Canada via San Francisco and  
United Kingdom via Canada,  
at noon, per S.S. MONGOLIA.

N.B.—For further returns and for mails to  
and from the Coast Ports, Manila,  
Siam, etc., see the Post Office Notice  
on the last page of this issue.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
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Hongkong, 9th December, 1914. [724]

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**KAIPING COKE:**  
Competes with the best quality English Cokes or  
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## DODWELL & CO., LTD.,

Hongkong, 1st October, 1914. AGENTS. [44]

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OPENED TO THE TOURIST AND HOLIDAY-MAKER.  
THE SHORTEST, QUICKEST AND CHEAPEST ROUTE BETWEEN THE  
FAR EAST AND EUROPE IS STILL VIA THE  
SOUTH MANCHURIA RAILWAY.

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Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been  
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of excellently equipped Dining and First and Second Class Sleeping Cars, operated between  
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with  
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NORTH BOUND.				SOUTH BOUND.			
1st Class Fare	2nd Class Fare	3rd Class Fare	4th Class Fare	1st Class Fare	2nd Class Fare	3rd Class Fare	4th Class Fare
Shanghai (S.M.R. Str.)	Shanghai (S.M.R. Str.)	Shanghai (S.M.R. Str.)	Shanghai (S.M.R. Str.)	Shanghai (S.M.R. Str.)	Shanghai (S.M.R. Str.)	Shanghai (S.M.R. Str.)	Shanghai (S.M.R. Str.)
...	...	...	...	...	...	...	...

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.  
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To the daily train leaving Dairen at 8 p.m. for Changchun and thus leaving Chang-  
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[468]

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TEL. No. 810. No. 20, DES VOEUX ROAD, CENTRAL.  
Hongkong, 8th August, 1915. [846]

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ALEXANDRA BUILDINGS,  
SOLE REPRESENTATIVES.  
[3]

Hongkong, 1st December, 1914.

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Teak and Hardwoods, supplied Machine Sawn to any Dimensions.  
Floorings—Sizes to Order.  
Philippine Hardwood Wharf Piles in lengths up to 60 feet.  
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Hongkong, 2nd May, 1914. [51]

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[20]

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1st February, 1915. [37]

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Every information and special  
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[727]



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JUST LANDED:  
A FRESH CONSIGNMENT OF DELICIOUS  
HIGH GRADE AMERICAN CANDIES.  
OVER 150 VARIETIES.

WEDDING, BIRTHDAY AND CHRISTMAS CAKES.

TELEPHONE 407.

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The great European war has made no difference to the blend of the Tobacco used for these Cigarettes as the Manufacturers have always carried in their London bonded warehouses stocks of Turkish leaf sufficient for three years.

The steadily increasing demand is proof of the high quality of the Tobacco used in the Manufacture of these Cigarettes.

**\$1.25 a tin of 50 Cigarettes.**

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A sample tin of 50 Cigarettes can be obtained by sending  
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ORDER THE

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KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED,  
INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

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**A LING & CO.**  
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS  
STORE

Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging.  
Canton Varieties in Various Shades.  
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Hongkong, 4th February, 1915. [515]

JUST RECEIVED:

## SEEDS.

**GRACA & CO.**

No. 11A, CLARENCE ROAD,  
HONGKONG.  
Hongkong, 16th August, 1915. [735]

### MARQUIS INOUE'S EARLY EXPERIENCES.

#### THE ATTEMPT ON THE LIFE OF THE MARQUIS.

INTERESTING STATEMENT BY THE WOULD-BE ASSASSIN.

Mr. A. Kodama, ex-Director of the Bureau of the Imperial Cuisine, who is now living in retirement at Takawawa, Kitamachi, Shiba, proves to have been the one who inflicted serious wounds on the late Marquis Inoue, at Yuda, near the town of Yamaguchi, in the early sixties, when he was attacked by a band of young men because of his pro-foreign sympathies. Mr. Kodama, says the *Japan Gazette*, has given an interesting account of the incident in which he was the prime mover. In 1864, when the combined squadron of the foreign Powers was threatening to bombard Shin-osaka, opinion was divided among the retainers of the Choshu clan. The late Marquis and the late Prince Ito, who had just returned from England, earnestly advocated making peace with the foreign Powers and challenging the Shogunate, and the late Marquis, who was of a very quick temper, severely rebuked the advocates of the anti-foreign principle. This attitude on the part of the late Marquis angered many of the retainers, and drove them to plan his destruction, for his continued existence was considered to be inimical to the interests of the State and of the Choshu Clan.

On September 25th, 1864, the night being very dark, Mr. Kodama was returning home from a certain restaurant at Yuda in company with Kinoshita Nakano, Togo Sufu, and Shinzo Kimura, when he spotted the young Inoue near the Sodesuki bridge, in the suburbs of the town of Yamaguchi. Nakai, who was walking ahead, accosted the young patriot and grappled with him, while Mr. Kodama attacked him with a drawn sword. There was no contending against odds, but Inoue did not lose his presence of mind. He immediately drew his sword, and after a short fight he fled. He took refuge in a potato field in the neighborhood, and soon after became unconscious from the effects of a dozen serious injuries received in the back and other parts of the body. Kodama concluded that young Inoue had escaped, and after promising to keep the matter secret, the band of would-be assassins returned to their homes. Afterwards, Nakai and Kimura were decapitated on certain charges, and Sufu died from illness, leaving Kodama the only survivor to tell the tale. After the Restoration, Mr. Kodama was convinced of the correctness of the views of Inoue, and became a great admirer of him. He was later much patronized by the Marquis, through whose good offices he was appointed to high posts in the Imperial Household Department. The Marquis little dreamed that he had once been guilty of an attempt on his life. This more he was favoured by the Marquis, the more Kodama was mortified by the consciousness of his past guilt, but lacked the courage to confess the grave crime of which he was guilty. At last he confessed the whole thing to Viscount Sugi, a bosom friend of the Marquis, who undertook to use his influence in his favour. Some days after, Viscount Sugi took Mr. Kodama to the residence of Marquis Inoue, when he confessed everything to the Marquis and begged his forgiveness. He then presented to the Marquis the sword with which the attack was made, together with a written document dealing with the motives that actuated him to make the attempt on the life of the Marquis. The Marquis was quite willing to let the whole thing be buried in oblivion, and his attitude towards Mr. Kodama underwent not the slightest change after this confession.

### SHIPMENT OF AMERICAN RAW COTTON.

The announcement of withdrawal of the Pacific Mail S.S. Co. from the trans-Pacific service has been received as a great shock by the Japanese raw cotton importers at large.

A Japanese contemporary states that the representatives of the Mitsui Bussan Kaisha and other Japanese companies interested in the American cotton trade recently met together at the Osaka Hotel and exchanged their views as to how to maintain the importation of 150,000 bales of raw cotton, which had hitherto been carried by the P. M. steamers to Japan. Now that the annual cotton season is approaching, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha will reinforce their trans-Pacific services with a number of suitable vessels in order to meet the pressing requirements.

### KOREAN MINING DISPUTE.

#### BIG CLAIM AGAINST FOREIGN COMPANY.

According to the *Seoul Press* a Korean miner named Chai Yung-tai of Seoul, has brought a suit in the Seoul Local Court against the Colliery Bestwick Development Company, claiming the sum of Y. 113,660. The first hearing of the case will be held on the 20th instant. The plaintiff alleges that in 1893 he discovered a promising copper mine at Kapsan, South Hamkyong Province, and secured the right to work the mine. He carried out preliminary work, investing no small capital in it. Subsequently, however, the Mining Law was revised, and taking advantage of this, it is alleged, the defendant company filed an application with the authorities concerned to secure the rights at Kapsan Mine. Subsequently a contract was concluded between Mr. Chai and the Company to transfer the mining rights to the Company on condition, it is alleged, that the Company paid Mr. Chai an indemnity the sum above stated. The Company, however, did not pay, hence the suit.

### WAR PRICES FOR STEAMERS.

#### PROFITS OF NEUTRAL OWNERS.

As a result of the war says the *Times*, the value of steamship tonnage has, during the past few months, continued to rise, and extraordinarily high prices have lately been paid for second-hand tonnage. Steamers are constantly being sold for far more than they cost to build. A cargo steamer which four years ago was bought for £30,000 has just been sold for £28,000, while another which was bought for about £50,000 just before the war has now been sold for nearly £100,000. Ownerships which a year ago were not paying their expenses have been able to put their finances on a very different basis. There is the case of a small company which was formed 10 years ago to acquire two cargo steamers. Capital to the extent of £20,000 was subscribed, but it became necessary to issue debentures secured on the steamers to the extent of £20,000. Now these two steamers could be sold for such a sum that the debentures could be paid off, the share capital returned, and the shareholders left with cash representing 200 per cent. of their original subscriptions.

While British steamships are frequently changing ownership, more often than not the sales are between neutrals, Greek and Dutch steamers pass to the Norwegian flag, Swedish to the Danish, and so on. Sales between neutrals of the same nationality are usually effected abroad, while those between ownerships of different nationalities are, as a rule, transacted in London.

Another year of war rates. It should be remembered that freights at least as good as those which fall to British owners can be carried by neutrals. Often the neutral can secure higher freights, because in some trades there is little or no competition. British vessels are excluded from the Baltic and, except those carrying foodstuffs for the Belgian Relief Committee, rarely trade with the Dutch ports. Then it frequently happens that neutrals are wanted for the voyage between North and South America, probably because the charterers are German firms. Further, neutral owners can always reckon on securing the full market freights. British owners, on the other hand, have to face the possibility that their vessels may be requisitioned by the Admiralty on terms far below those current in the market.

Many Greek steamers have lately been sold because of the special conditions on which they have often been financed. It has been common for Greek captains who have saved money to aspire to ownership and to be financed by a bank to the extent of a certain proportion of the value of a fine steamer. The present prices are so favourable that many of these single-ship owners have been able to sell their property, pay off the bank's loan, and retire with a very considerable sum in cash. But owners who have not been financed in this way and have lately been selling, are generally those who bought years ago at low prices, and after having long had the use of the ships are now able to get back more than they paid for them. Those who are buying ships seem to be calculating on at least another 12 months of high freights. So long as the war lasts there must be the keenest demand for tonnage, while the supply has already been decreased by the ships detained in enemy ports, by those sunk, and by the setback to the mercantile shipbuilding industry. A year ago there was too much tonnage and for weeks after the war began vessels could be bought at "bargain prices." Today the supply falls short of the demand.

### THE LATE A. F. WILDING.

#### A TRIBUTE FROM N. E. BROOKES.

The following tribute to the late A. F. Wilding, from the pen of Norman E. Brookes, appeared in the *Sydney Referee*. "Anthony Wilding killed in action in the North of France. Just a bald statement, but what a multitude of thoughts it gives rise to; first, one of surprise, and then doubt, and later, as the cold fact sinks into one's brain, that of grief and pain; but last of all comes the feeling of pride in that he died nobly fighting for the welfare of his country. Poor Tony—it is hard, indeed, to realize that he has passed away. No finer sportsman ever set foot on a tennis court. Without doubt one of the finest specimens of manhood physically, he was blessed as well with an ability and a steadfastness of character that helped him to reach the highest pinnacle in the lawn tennis world, and his bright and cheery nature made him beloved by all followers of the game. "As a tennis player he was perhaps seen to best advantage on the hard courts of the Continent, but, take him year in year out, on any kind of court, he was easily number one in the tennis world. Perhaps not so brilliant and spectacular as McLaughlin, not so subtle as Hoper Barrett, he, however, possessed that superb correctness in all his stroke production that marked him out as the master player. "Tennis follows the world over, will mourn his loss, and more especially we in Australasia. I shed a tear in memory of the many happy days we spent together in the struggle for the Davis Cup."

### SUSPECTED PLAGUE IN TOKYO.

#### ELABORATE PRECAUTIONS.

A ticket collector at the Ueno Station named Kobayashi Susumu, 21 years old, after developing suspicious symptoms succumbed. The doctor who attended him first diagnosed his complaint as measles. After death, however, the appearance of the body suggested plague, and blood was taken for microscopic examination, while elaborate disinfection operations were carried out all over the station buildings as well as the deceased's residence and neighbouring houses.

### THE GERMAN PROPAGANDA.

#### ELABORATE FRAUD OF A SPECIAL NEWSPAPER FOR AMERICANS.

Many examples have been furnished during the war of the infantile quality and the lack of the sense of humour in the German mind; but one of the richest exhibitions is only now blossoming into the fine flower of childishness. That is the *Continental Times*, which calls itself a journal for Americans in Europe, which is printed in English and has its home in Berlin, and which classifies itself as equally suited to the palaces of Stockholm, Rotterdam, Lucerne, Vienna and Zurich. Its editor's name is given as "Cha. White, Berlin."

Were it a paper frankly published as a means of spreading German propaganda, of course no exception could be taken; it would then at least be able to confront a world which could regard it as an honest advocate. But it is not straightforward. Professing to be a cosmopolitan newspaper, published in the interests of Americans, and a paper that is "making a stand for truth, honour, and justice," it bears on the face of it to any discerning reader the character of a palpable organ of the German Government. The form which it prints, to be used by intending "subscribers" who want to begin by having the paper "free of charge for a fortnight," contains this delightful revelation of method:—

You may mention my name [Cross out] Do not mention my name [not desired]. These are infantile practices. It is infantile to assume that the intelligent reader will not detect the German Government behind the *Continental Times*; it is infantile to assume that the reader will imagine he need pay for the paper after the fortnight's free gift.

A few samples of the contents may usefully be picked out to show the sort of stuff that is thought good enough for Americans on the Continent—the spelling and grammar being faithfully copied in each case. Two copies of the paper are before us. One, July 23rd, begins a notice of "a Danish paper in Germany" in this diverting style:—

"The work of enlightenment goes on. The *Continental Times* has always striven to maintain a neutral attitude in so far as this was compatible with the defense of truth and our own ideals. But there has arisen a condition of things when to remain barrenly or coldly neutral would have meant not only the toleration but the approval of outrageous wrong, falsehood and iniquity."

STRIKING "THINGS IN ENGLAND." A very prominent position is given to an article with these headlines:—"Germany Judged by the English. Doleful Lament of the *Times* Concerning the Unpreparedness of Great Britain for War. Germany Appears to Suffer no Strain or Economic Exhaustion, says the 'Thunderer.'" The article opens thus:—"London, July 22nd. Nowadays nothing is so striking here in England as the manner, in which in the Press and Parliament, German Organisation and methodical measures are being constantly held up as an example to which England must seek to rise." Then follows an extract from a *Times* leading article which is referred to as "one of the many continuous examples of that sincere form of flattery which English papers cover Germany." And a paragraph announcing the visit of Mr. Will Crooks, M.P., to the front "to cheer Tommy up" is headed, "He needs cheering."

The correspondence columns—"the open tribune"—contain the usual pro-German letters. That obliging person, "Disgraced American," has been so incensed to read in a New York paper that the Germans had been routing upon Galicia, that he not only writes an entire paper that published "such lies," but asks what "in the name of common sense and decency can possibly impel any American newspaper owner to set himself up as champion of Russia." As the New York paper thus attacked is the evening edition of the *New York Herald*, and as the *New York Herald* is a popular paper on the Continent where the *Continental Times* wants to be popular, the obliging "Disgraced American" is serving a double purpose. Another department of the German organ is called "Letters They Feared to Print," being three columns of pro-German argument on the sinking of the *Lusitania* which a Mr. Cortis, of New York City, had failed to get accepted by the American papers at home. On passage from Mr. Cortis is too rich to miss:—"In conclusion permit me to say that I am not a German sympathiser, as you may imagine. I am intensely pro-English, and I fear, rabidly anti-German; but I have—I admit reluctantly—arrived at the conclusion that no part of the blame for this dreadful tragedy can justly be laid at Germany's already heaped-up door."

### THE "CLIPPING OF THE GUINFA."

From another correspondent, who hides identity under the initials "B.S., Washington," appear some lines "which were sent in 1911 by an English lady to her daughter-in-law in America showing her public opinion even then." This letter is headed "English opinion" of Lloyd George. "Even then" is very good in the circumstances; but the phrase suggests that the writer is a German, and incapable of realising that domestic differences do not prevent the British people from uniting against the common enemy. Apart from that, a diligent student of controversial politics might discover that the lines about Mr. Lloyd George which serve the *Continental Times* purpose of misrepresenting facts were possibly written of Mr. Gladstone when he introduced the Home Rule Bill as long ago as 1886. Another issue contains a long personal attack on an English journalist such as only a German could write—an article of the most vulgar and obscene hatred and fury.

From the number of solecisms in its columns, some of which are reproduced in the above quotations, it would appear that the *Continental Times* is neither set up nor supervised by American hands. It informs its readers that a strike has taken place at the works of the "Stand Oil Company," and gives them such a sentence—and such a courage—as "In the higher circles the then clinking of the guinea did the work." But imagine a country that aspires to world dominion laboriously running the elaborate deception of such a newspaper to catch the neutral!

### THE AMERICAN SEAMEN'S ACT.

#### AMERICAN ADMIRAL ON ITS EFFECTS.

Rear-Admiral Francis T. Bowles (retired) has expressed the following views on the effect of the new Seamen's Act:—"If you read the Seamen's Act, which goes into effect next fall, you will find that almost every individual item in it looks reasonable, but when you take the accumulation of restrictions placed on the owners and officers of steamships the effects of the Act are almost revolutionary. My feeling is that these things, or substantially these, have come to stay, unfortunately as it is. There will be a steady conflict against such provisions, however, and it will last a long time. In the meantime there will be an increase in the cost of water transportation everywhere."

As soon as a ship comes into a foreign port she is subject to the local laws of that port, and this fact can't be evaded. The confusion which will result from this Act will be enormous, especially through the provision that sailors on any ship coming into our ports may desert. This will mean that the masters of ships trading with the United States will have to pay American wages to their crews in order to keep them or ship new ones. The first effect will be to increase rates to and from the United States. That is, of course, a help to our flag, but a burden to the whole people.

### FIRE AT A SHANGHAI COTTON MILL.

#### EARLY MORNING BLAZE IN LAY ROAD.

A serious fire broke out last week at the Tchia Cotton Mill, Lay Road, necessitating the attendance of the Fire Brigade for nearly four hours. On the receipt of a telephone message at 4.45 a.m., the general alarm was given. Three companies turned out, and on arrival it was found that the mill was well alight on the ground and first floor. The staff of the mill were working hydrants on the premises, but their efforts were of little avail.

Lines of hose were laid by the Brigade from the hydrants in Ward Road and the No. 1 motor pump, which was placed alongside the creek. All the iron sheet window shutters on the first floor of the building were closed and could not be opened from the outside, making it difficult to deal with the first floor. Owing to the inflammable nature of cotton, the fire quickly obtained a hold of the roof of galvanized iron, felt and boarding, and this was soon a mass of flames.

Extra jets of water were laid on from the Hongkong and Deluge engines and the Fire King, making a total of about eleven playing into the building. After over three hours' work, the Brigade was able to make up, leaving the coolie corps to damp down.

About two-thirds of the interior of the building, which was fairly new and of medium size, was destroyed. The contents were said to be 300 bales of American cotton and about 270 tons of native cotton, valued at about £15,000. Much of this should be salvaged, however, and the mill itself was not damaged. The cause of the fire is unknown.—*N.O. Daily News*.

### HONGKONG VOLUNTEER CORPS.

#### ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

INSPECTION OF ARMS. Members of Civil Service Company will return their rifles and bayonets to Headquarters before 10 a.m. on Thursday, 16th instant, for inspection. They will be ready for re-issue on Friday, 17th instant.

PARADES. Parade for Wednesday, 16th instant:— 5.15 p.m.—Signalling Section—Fall in on Cricket Ground and proceed to Happy Valley for Skirmishing. Remainder—M.V.

DETAILS. Gun Club Hill, Kowloon.— On duty until morning of 20th instant—Right Section M. G. Co. Officer on duty—Lieut. Kennett. Detention Camp, Kowloon:— On duty to night—Scouts Company. Officer on duty—Captain Stewart. On duty 16th inst.—Centre Sec. M. G. Co. Officer on duty—Lieut. Wright. Orderly Officer until 20th instant—Lieut. Hamilton. G. E. STEWART, Captain, Adjutant, H.K.V. Corps.

### HONGKONG POLICE RESERVE.

#### PATROLS.

Wednesday, September 15th:— 5.50 p.m.—P.Cs. Robertson (3), Daughtry (3), Bunje (3), Ireson (3), Nicoll (3) and Bryan (3). Crown-Sergeant Langley will visit. 8.50 p.m.—Chief Inspector Mason, Sergeant Chinchin (3), P.Cs. Ormiston, Witthall (3), Williams (3), Rosser (3), and two men to be detailed by Inspector d'Almada.

Thursday September 16th:— 5.50 p.m.—Sergeant Safford and seven P.Cs. from Indian Co. Sergeant-Major will visit. 8.50 p.m.—P.Cs. Hooper (3), Sleat (3), Gibson (3), Bowen-Bowlands (3), Wright (3) and Reynolds (3).

Friday, September 17th:— 5.50 p.m.—P.Cs. Tully (3), Henderson (3), A. J. Ablong (3), P. F. Ablong (3), Kim (3) and W. Gaskell (3). Inspector Taylor and W. Hobbs will visit. 8.50 p.m.—One N. C. Officer and seven P.Cs. to be detailed by Acting-Inspector J. M. Wong.

#### TRAVELLING.

All Police Reservists in uniform may travel free on the cars of the Hongkong Tramway Company.

#### "DUTY REMINDERS."

N. C. Officers in charge of and visiting Patrols are ordered to call for the production of this book by every man on duty. Failure to produce is to be reported without fail. The boundaries of No. 8 Section have been altered. A printed slip will be issued. The Instructions as to boundaries of No. 8 must be altered as follows:— Delete word "West" in first line. Alter both words "Road" in eighth line to "Street." F. C. JERKIN, D. S. P. (Reserve).



# UNMUZZLED DOGS. RESPECT TO THE COURT.

At Mr. Wood's Court yesterday Mr. W. E. L. Shenton mentioned the case in which the Hon. Mr. D. Landale is charged with allowing a dog to be at large without having a muzzle.

Mr. Shenton said that he had had to come to the Court that morning in connection with two other summonses, and he thought he might also mention the one against the Hon. Mr. Landale.

Mr. Wood reminded Mr. Shenton that the summons was returnable on Friday last, and that P. S. Baker had stated that he had served the summons on Mr. Landale's servants. He (Mr. Wood) subsequently instructed P. S. Baker to see Mr. Landale and to inform him that he would have to appear on Saturday morning.

P. S. Baker now said that he had served the summons on Mr. Landale as requested.

The Magistrate added that he had now made the summons returnable for Sept. 17th and had given instructions for the defendant to be served personally. He did not think the Court had been treated with due respect, but he would take the case on Friday, when Mr. Shenton might make a statement by way of explanation.

Mrs. Denison, The Peak, was fined \$5 in all by Mr. Lindell yesterday for allowing two dogs to be at large without muzzles.

Mr. Shenton, for the defendant, said the case was a simple one. The dogs wandered out at the back of the garden, and got through a hedge into Mount Kellet Road. It was, he added, impossible to muzzle one of the dogs, because it was a Japanese pug.

## PETTY THEFTS.

A Chinese clerk residing at 30, Robinson Road, has reported to the police that some person has stolen from his house two silver vases valued at \$33.

Mrs. Walker, a visitor at the Grand Carlton Hotel, has reported to the police that someone stole her handbag from a table in the hotel. The bag contained keys and jewellery to the value of \$20.

A Chinese woman of Yumati has reported to the police that while walking in Gascoigne Road she was accosted by two men who, by means of the confidence trick, relieved her of two gold-mounted bangles.

## THE RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient de Saigon in its Rice Circular dated August 31st says:—There is no change to report in our market, which is still very firm. Prices have a slight upwards tendency for September shipment on account of the large engagements for Java (about 50,000 tons), and the demand still active from Hongkong and Singapore. The paddy arrives as previously in small quantity, but as the millers have now sufficient stocks the price is slightly decreasing without any repercussion on the price of the clean rice. The total amount of rice exported from the 1st January up till the 23rd of August is 743,543 tons against 913,588 tons in 1914. We quote to-day white rice No. 2 sifted Japan quality Hongkong \$2.43 per picul f.o.b. Saigon, for August to September shipment.

## GERMAN PRISONERS' EXHIBITION.

### AMUSEMENTS AT KURUME.

An exhibition of articles made by the German prisoners of war at Kurume Japan was held recently at the prisoners' depot. The exhibits numbered more than one hundred, among them being a model fortress in section, miniature aeroplanes, musical instruments, models, paintings, and embroideries.

Theatrical acrobatic, and other performances were given, this camp being well supplied with talent—*Japan Chronicle*.

## AMERICAN SHIPS ON THE PACIFIC.

### THE "MINNESOTA" SOLD.

According to a telegram received by the Osaka Shosen Kaisha from its branch in Chicago, the well-known Great Northern liner *Minnesota* has been sold to a London firm for \$2,000,000. It will be remembered that the Great Northern Line, between Seattle and Hongkong, was started some ten or twelve years ago by the two sister-ships *Minnesota* and *Dakota*, running in connection with the Great Northern Railway at Seattle. Some years ago the *Dakota* was wrecked and lost off Shimoda, and since then the *Minnesota* has been the only steamer on the line. Some months ago the *Minnesota* was stranded in the Inland Sea, but was successfully re-floated after a month of difficult salvage operations.

It is not known when the *Minnesota* will be withdrawn from the Pacific trade—*Japan Chronicle*.

## CIVIL AND TRADE DOMICILE. NOTABLE JUDGMENT OF THE SUPREME COURT FOR EGYPT.

The following judgment, delivered in H. M. Supreme Court for Egypt, sitting at Alexandria (in prize), on Tuesday, July 6th, by his honour Judge Grain, is of considerable interest both to lawyers and merchants. The judgment relates to cargoes on the steamers *Lutzu* and *Koerber*, the former cargo being consigned to Messrs. Kirchner & Beger, of Shanghai; the latter being shipped by Messrs. Wendt & Co., of Hongkong, from Canton to an enemy port.

His Honour, in giving judgment, said:—

In these two cases, the question of law being the same in each case they are being taken together.

The cargo in the first one, was shipped from Hamburg on the str. *Lutzu* on July 1st, 1914, to Messrs. Kirchner & Beger, a firm consisting of German subjects residing in Shanghai, who for over forty years have carried on business there. The second case consists of cargo shipped by Wendt & Co., a German firm carrying on business in Hongkong, in the str. *Koerber* from Canton to an enemy port.

The question of law which arises in both these cases is whether it is possible to establish a commercial or trade domicile, in countries which have granted extra-territorial authority to other foreign Powers.

Mr. Booth and Mr. Alexander, who appear on behalf of the claimants, argue that, although it may be impossible to establish a civil domicile, it is nevertheless possible to establish a commercial one.

That there is a difference between a civil domicile and a commercial one, that a commercial or trade domicile is a question of taking steps "en route" to establish a domicile, and "en route" to acquire a new one, that it does not depend on nationality, nor even on what in fact is the real domicile, but on the place or places in which the business or businesses are being carried on.

That, on the other hand, civil domicile is a question of origin and nationality. And in support of this view cite passages from Westlake 4th Ed. Private International Law, pp. 336, 337, 348, 347, Hodgson v. Beauchamp 1885, 12 Mo. P.C. 313, The Jonge Kluisina 1904, 5 C. Rob. 302, Johnson v. Driesslein 1904, 5 C. Rob. 302, (1902), A.C. 505, Wells v. Williams I. Raym. 282, Bell v. Kennedy 1908 L.R. 1, S. & D.A. 320.

A PREVIOUS DECISION. It has already been decided in this Court by the President that a German cannot establish a domicile in Shanghai, but on that occasion the matter was only argued generally and the point that there is a difference between civil and commercial domicile was not argued. Therefore, I think that, instead of merely following that decision, I ought to give judgment on this point which has been raised before me.

Diary in his "Conflict of Law" defines civil and commercial domicile as follows:—"A civil domicile is such a permanent residence in a country as makes that country a person's home and renders it therefore reasonable that his civil rights should in many instances be determined by the laws thereof."

"A commercial domicile, on the other hand, is such residence in a country for the purpose of trading there as makes a person's trade or business contribute to or form part of the resources of such country, and renders it, therefore, reasonable that his hostile, friendly or neutral character should be determined by reference to the character of such country."

It is clear from the cases, *Maltass v. Maltass*, 1844, 1 Rob. Ec. Cas. 87, *in re Tootals Trust*, 1883, 23 Ch. D. 532, *Abdul-Messih & Farra* (1888), L.R. 13, A.C. 42, that in British Law a civil domicile cannot be established in countries where extra-territoriality runs.

But this principle has not been followed in the American Courts, as in the case of *Mather and Cunningham* (American Journal of International Law, p. 445), which came before the Chief Justice and five other Judges sitting in the Supreme Judicial Court of Maine, the Court decided that an American subject had acquired a domicile of choice in Shanghai (China).

In course of a very lengthy judgment by Spear J., who delivered judgment in that case on behalf of the Court, he points out that the English cases cited as authorities for this doctrine are not really so, as they were all decisions on some particular facts and not on the doctrine of immutability generally and quotes Dr. Lushington's judgment in *Maltass v. Maltass* in which he says, "I give no opinion, therefore, whether a British subject can or cannot acquire a Turkish domicile." But Dr. Lushington does proceed to say, "but this I must say: I think every presumption is against the intention of British Christian subjects voluntarily becoming domiciled in the Dominions of the Porte."

BRITISH DOMICILE IN SHANGHAI. Mr. Booth and Mr. Alexander have pointed out to me that Lord Justice Chitty in his judgment in *Tootals Trust*, when speaking of British domicile in Shanghai, states, "There may be a commercial domicile there in time of war with reference to the Law of Capture, but that is altogether a different matter" i.e. from Civil domicile, but in making this statement the Lord Justice merely meant that the question of commercial domicile was not being argued before him and he gave no opinion on that question.

Hall in his "Foreign Jurisdiction of the British Crown" while practically admitting that the doctrine of immutability is upheld by the British Courts suggests that it ought to be altered. "It is perhaps to be regretted that change in the Law is not made. It may almost be said its natural place" and later "There is also every reason for avoiding very grave difficulties

of another kind, which are opened through invariable preservation of the domicile of origin as no domicile can be acquired in an Anglo-Oriental community etc."

### THE MAIN ISSUE.

It appears to me that the main issue that we are striving after in these applications for the release of prize cargo is the enemy character as to be allowed to have his goods restored to him; and that appears to be the essence of the two definitions of Dicey. To take Dicey's definition of commercial domicile, can it be said that a person who pays no taxes to the country in which he is living is more or less beyond the civil control of the country, whose conduct is regulated by his own judicial Courts, who only pays such duty on imports and exports as have been arranged by treaty with his own State, and who in some extra-territorial countries does not own the smallest parcel of land—can it be said that he is a person "whose trade or business contributes to or forms part of the resources of such country and renders it, therefore, reasonable that his hostile, friendly or neutral character should be determined by reference to the character of such country?"

Again, can such person come under Sir William Scott's (Lord Stowell) judgment in "The Venus," viz.: "they were bound by such residence to the society of which they were members, subject to the laws of the State, and owing a qualified allegiance thereto, they are obliged to defend it in return for the protection it affords them and the privilege which the laws bestow upon them as subjects. The property of such person equally with that of the native subjects in their totality, is to be considered as the goods of the nation in regard to other States." It is true that this is a statement with regard to civil domicile, but it does appear to me that there is so slight a difference, as regards the present issue between the civil and commercial that the same argument may to a considerable extent apply to the commercial domicile because, as I have already said, what is necessary to arrive at is something that wipes out the enemy character.

THE FACTORIES OF THE 18TH CENTURY. I now come to the cases with regard to the establishment of factories in the Eastern countries in the 18th century. And these cases do appear to put it beyond doubt that in British Law neither a civil nor commercial domicile can be established in an extra-territorial country. No doubt all these cases which I am about to cite were with regard to factories established in the East and not with reference to the Law of extra-territoriality, but the principle for the purposes of argument is practically the same.

In "The Two Friends" Lords, July 18th, 1784, a Mr. Fremaux, a merchant carrying on trade at Smyrna under the protection of the Dutch Consul there, was held to be a Dutchman and his ship and cargo were condemned as Dutch property by the British Prize Court.

In "The Rachel," Lords, May 16th, 1702, a Jew living on the Coast of Malabar under Dutch protection under the sovereignty of the Rayah of Cochin was held by the Lords of Appeal to be a Dutchman and an enemy.

In "The Erusoo," Lords, December 8th, 1798, it was held if an individual, although not a Frenchman, continued to trade under the French protection in China he must be considered to be a Frenchman.

These cases, although decided with regard to factories, appear to me to be still in point because the treaties of the present day granting extra-territoriality are merely an enlargement of the privileges granted in earlier days to the factories.

In "The Indian Chief" 3 C. Rob. 12 Sir Wm. Scott (Lord Stowell) also lays it down generally that domicile cannot be acquired in an extra-territorial country, but he may have been thinking only of a civil domicile, and so I have not quoted from that judgment; but the other judgments appear so obviously cases of mere trading as to be directly in point in the present cases.

Although I have been much impressed by the judgment in *Mather & Cunningham*, the American case, and the review of the British cases in that judgment, nevertheless I am of opinion that, at the present time, the British Law is that neither a civil nor a commercial domicile can be established by an individual who is resident, or carrying on business in, a foreign land when his country has been granted the privileges of extra-territoriality.

Order—Confiscation and sale. Admission of Appeal granted. One month to find security £250. Stay of execution refused.

## HONGKONG TRAMWAY CO.

Approximate statement of traffic receipts for the week ending 11th September is as follows:—

	Receipts for week.	Aggregate for 37 weeks.
This year .....	\$12,173	\$405,532
Last year .....	10,761	429,202
Increase .....	1,412	
Decrease .....		23,670

## ITALY'S ARTILLERY.

SENDS SHELLS OVER HILLS 6,500 FEET HIGH.

A message from Lausanne states that the *Berliner Tageblatt* says that the shelling of the Italian artillery is extremely accurate.

In Carinthia this is due to the fact that the Italians occupy excellent points of observation. The Italian heavy artillery has before now sent shells over mountains 6,500 feet high.

A colonel's daughter and a captain's wife are serving as conductors on the Portsmouth Corporation tramcars, to release two men for Army duty, and are handing their pay to charitable institutions.

## EXPLOSION ON THE U.S.S. "DECATUR."

UNEXPLAINED OCCURRENCE AT CAVITE.

An explosion the cause of which is unexplained occurred at Cavite (Philippine Islands) last week in the ordnance work-room of the U.S.S. torpedo-destroyer *Decatur*.

The only man killed was Lloyd J. Elkins, gunner's mate second class; the seriously injured are William U. Hayden, chief gunner's mate, and N. Bell, gunner's mate, third class, who now lie at the naval hospital at Calfacoe with but slight chances of recovery; the men who sustained broken legs are A. L. Brasher, fireman, second class, and Del C. Santos, seaman; badly bruised and cut are O. L. Mason, R. O. Meikle, ordinary seaman, and C. E. Sagner, fireman, second class; badly burned on the arm, B. P. Young, hospital apprentice. A half score of others of various grades were cut and bruised as a result of the explosion.

The *Cable News-American* gives the following story of the occurrence:—

Chief Gunner's Mate Hayden, accompanied by Gunner's Mates Elkins and Bell, were engaged in doing some ordinary routine work in the ordnance work-room of the *Decatur*. This workroom is situated forward, in the same place as the "sick bay" or men's hospital, on board the vessel. The work they were doing was nothing out of the ordinary routine business of the ship, and was probably, as one of the men said, the replacing of tools or some such business. This was about 3.30 o'clock. The officers of the vessel were in their quarters and the balance of the crew of some seventy-five men were engaged in various ways, some at work and others resting and taking it easy. In order to understand the situation it is necessary to have an idea of the construction of that part of the ship where the three men mentioned were working. The space on board a torpedo-boat destroyer like the *Decatur* is, at best, exceedingly limited and the ordnance workroom is placed forward, under the men's quarters, on the third deck from the main deck, counting the latter as number one. It is just above the war head locker, in which are stored the four war heads for the torpedoes, and one of which, had it exploded, would have sent the ship, and all it contained sky high. It is also right next to the magazine, which holds all the gun cotton; had this gone off, there would now be nothing left of the vessel and all on board.

### FLAMES SHOOT 25 FEET.

But to return to the story of the explosion. The three gunner's mates were busily engaged in their work when suddenly the ship was rocked and shaken by a terrific explosion and a sheet of flame instantly sailed forth from the ordnance workroom. This sheet of flame shot up and forward burning and scorching everybody and everything in its path. To show its force and strength, it need only be mentioned that it scorched a baseball uniform hanging up twenty-five feet away.

This sheet of flame died almost instantly and was followed by a huge volume of smoke, which completely obscured everything in the neighbourhood of the ordnance workroom. Such was the situation at the time the explosion occurred.

What happened immediately after the report of the explosion on the part of the officers and men of the *Decatur* is worthy the best efforts of any writer, either of fiction or of fact. Anxious from their tasks and fancied security, the officers and men of the *Decatur* went about their work of getting out the killed and injured without the slightest delay or excitement. Fire call was immediately sounded and within forty-five seconds two streams of water were pouring into the ordnance storeroom. But this water play had to be discontinued because already brave men were down in that Hell of fire and smoke, engaged in the work of rescuing their comrades. They well knew that underneath were stored the deadly war heads, while the bulkhead to the magazine had been blown away by the force of the explosion, thus exposing to the flame and smoke the no less deadly gun cotton and other highly inflammable explosives stored there, but they heeded them not.

### WORKROOM DESTROYED.

When the smoke had finally been dispersed it was seen that the ordnance workroom was a mass of twisted iron and smashed woodwork, under which lay the bodies of the three gunner's mates. It took about twenty minutes' hard and strenuous work to extricate the limp forms of Hayden and Bell from the debris, while the body of Elkins was not recovered for forty minutes. The latter was already dead, having been snatched and burned in such a manner that it is thought that death must have been instantaneous. Hayden and Bell were taken to the main deck, where the former recovered consciousness, but Bell did not come to until on the way to the hospital. Both relapsed into oblivion and then again became conscious at intervals all through the night and yesterday. They have no broken bones, but their systems are suffering from the terrible shock and their lungs are badly affected by the noxious fumes and gases they inhaled in that living death in the ordnance workroom.

The other men with broken limbs and various cuts and bruises were also taken to the hospital soon as possible and are now getting along as well as might be expected, although all are suffering extremely from the shock and horror of the explosion, as, indeed, are all on board the *Decatur*. Of the wounded and injured, besides the two gunner's mates, Hayden and Bell, the two most serious cases are Seaman Santos and Fireman Brasher, who sustained broken legs. The former's leg was so badly smashed that it is feared it will be necessary to amputate it.

### DAMAGE TO THE SHIP.

The vessel sustained considerable damage to bulkheads, stanchions and deck-plating, but was not leaking.

## INTIMATIONS

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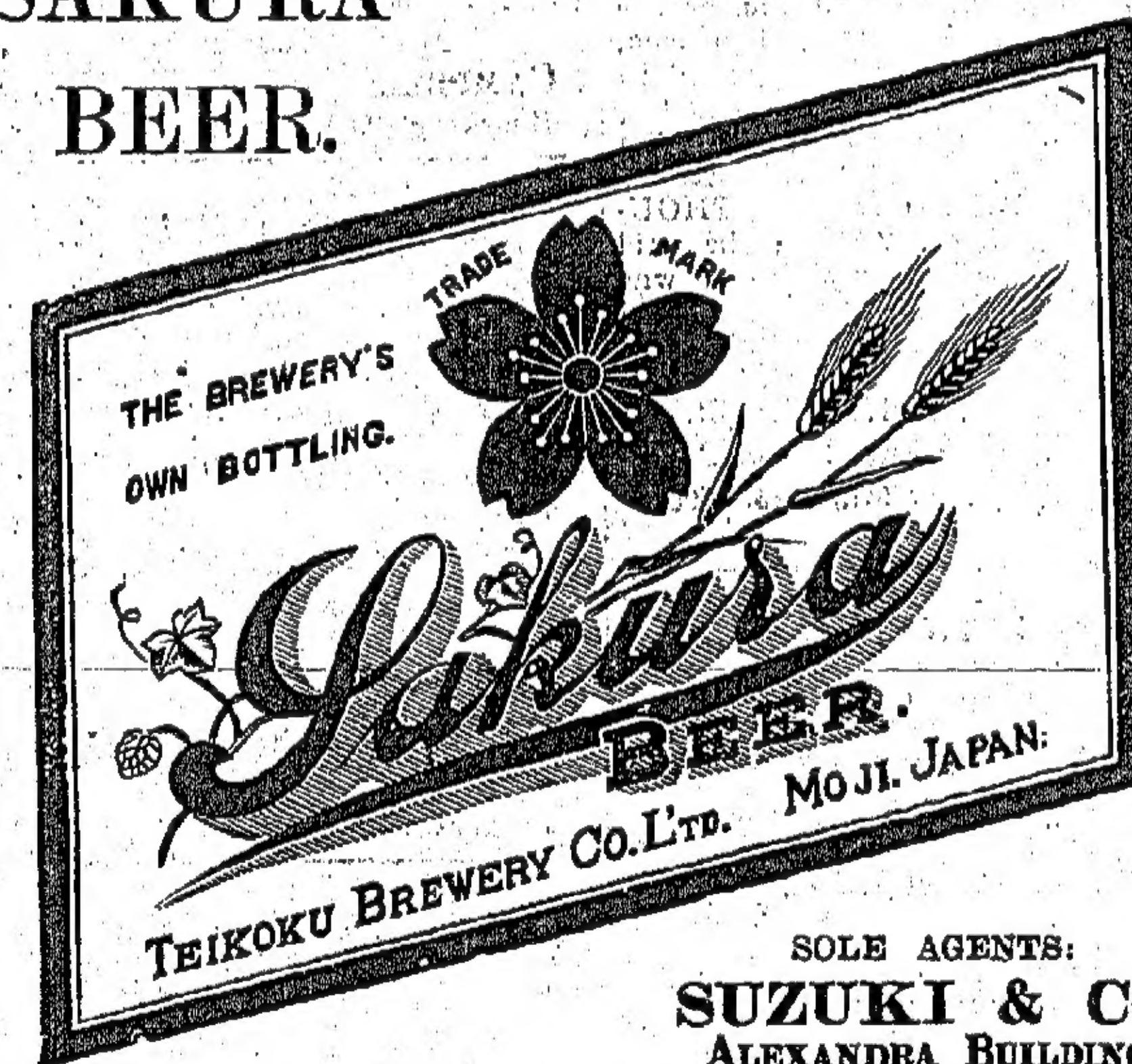
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Hongkong, 12th August, 1915.

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## TO LET—AT THE PEAK.

FURNISHED or UNFURNISHED,  
3, 7, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on FRIDAY, the 17th of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1915. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th of September, both days inclusive.

SAVOY HOTEL.  
21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL in the City. Near to everywhere, and providing all modern conveniences.

Rates \$4 and \$5 per day.  
Special terms to monthly guests.  
Cable address: Telephone No. 2,510.  
SAVOY. C. A. BIDDLE, Manager.

HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.  
(In Vol. Liquidation).

NOTICE IS HEREBY GIVEN to all persons who were Shareholders in the above Company on 30th October, 1914, and who have not yet applied for the corresponding allotment of shares in the YANGLIANG COTTON MILLS, LTD., Shanghai, to which they were entitled under an Agreement dated 26th October, 1914, that unless application for an allotment is made to me on or before 17th September, 1915, the said shares will be sold without further notice.

82,000 REWARD.  
WHEREAS at about 10 p.m. on the 8th September, 1915, two men, aged between 20 and 30 years, dressed in dark clothing and armed with daggers, attacked and stabbed a Chinese gentleman named SIU UN in St. Francis Street, Wanchai, A REWARD OF TWO THOUSAND DOLLARS (\$2,000) will be paid by the undersigned to any person who shall give such information as shall lead to the arrest and conviction of the said two men.

NOTICE.  
THE Master of the s.s. "MANAPOUR" hereby notifies that he will not be Responsible for any Debts incurred by any Member of his Crew.

WANTED.  
THE Services of NURSE or good travelling AMAN for Children in return for first-class passage to England.

WANTED.  
JAPANESE, 31 years of age, Married, seeks position as General Work Assistant or Bookkeeper. Experience on Accounting Staff of Bank and as Clerk of Shipyard. Full investigation courted. Salary to be settled after trial.

FOR SALE.  
THE Hulk of the former Revenue Steamer "FEIHOO" as it now lies in Canton Harbour. Offers may be sent to the COMMISSIONER OF CUSTOMS, Canton.

FOR SALE.  
PACIFIC MAIL S.S. Co.'s GODOWNS, Nos. 1 and 2, connected by covered alleyway—located on Section B Marine Lot No. 243, Kennedy Town, Crown Rent \$160.00 per annum, together with permanent STEEL PIER opposite Godowns, and upon which the Crown Rent is \$300.00 per annum.

## INTIMATIONS

THE HONGKONG POLICE RESERVE will hold their First PROMENADE CONCERT in the BOTANICAL GARDENS SATURDAY, SEPTEMBER 18TH, AT 9 P.M. Mrs. VILLIERS SMYTH.

THE BAND OF THE 74TH PONJABIS, under Bandmaster CHRISTIAN (By Courtesy of the Colonel Commanding and Officers of the Regiment).

THE POLICE RESERVE ORCHESTRA, under Orchestra Conductor F. GONZALES. Charge for admission (required by the Authorities) 10 cents. Members of the Naval, Military and Police Forces in uniform will not be charged.

HONGKONG CLUB. NOTICE.

THE TWENTY-EIGHTH HALF-YEARLY DRAWING OF 65 DEBENTURES (1898 issue) of the HONGKONG CLUB, Payable on THURSDAY, the 30th September, 1915, will be held in the Club House at 11 o'clock, A.M., on MONDAY, the 20th September, 1915. Bearer of Debentures are invited to attend the Drawing.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

GIVE YOUR RAZOR A NEW LEASE OF LIFE. Remember we do all kinds of grinding and edge making. We sharpen Clippers, Shears, Scissors, Pocket Knives, Surgical Instruments, etc.

WE SHARPEN EVERYTHING CAMPBELL, MOORE & CO., LTD. Hongkong, 22nd July, 1915.

NEW CARTRIDGES.

SMOKELESS POWDER and CHILLET SHOT. From No. 10 to BSSG. at \$5.97 and \$7.50 per 100. SPORTING REQUISITES and ALL GUNS in Variety.

WM. SCHMIDT & Co. Hongkong, 4th February, 1915.

DRINK ALLSOPP'S BRITISH PILSENER BEER.

SOLE AGENTS: CALDBECK.

MACGREGOR & Co.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

WANTED.

SMALL FURNISHED HOUSE or FLAT, 4 ROOMS, from November, on Peak or Higher Levels.

Reply—Care of "Daily Press" Office.

Hongkong, 14th September, 1915.

Hongkong, 14th September, 1915.

Hongkong, 14th September, 1915.

Hongkong, 14th September, 1915.

## HOUSES TO LET.

TO LET.  
NO. 171, MAGDALENE TERRACE, THE PEAK, Nos. 1 and 6, TERRACE BUILDINGS, Kowloon. Moderate rent. Ready for occupation.

TO LET.  
THE Premises No. 88, SHAMEN, R.O. Canton, comprising DWELLING HOUSE, GODOWNS and OUTHOUSES lately occupied by Messrs. F. BLACKHEAD & Co. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 24th August, 1915.

TO LET.  
NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession. Apply—PERCY SMITH, SETH & FLEMING. Hongkong, 20th August, 1915.

NOTICE.  
TO LET—A HOUSE at Observatory Villa Kowloon. Apply to—ARRATTON V. APCAR & Co. Hongkong, 8th July, 1915.

TO LET.  
WHOLE or PART SHOP in Chater Road. Apply—CLARK & Co., Opticians. Hongkong, 29th June, 1915.

TO LET.  
OFFICES in St. George's Building Second Floor, Overlooking Harbour. Immediate possession. Apply to—SHEWAN, TOMES & Co. Hongkong, 3rd December, 1914.

TO LET.  
A HOUSE in Kowloon. Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 1st March, 1915.

TO LET.  
FOUR-ROOMED FLATS in Hand Road, Kowloon. Immediate possession, and FOUR-ROOMED FLATS in May Road, Hongkong, with possession on or about 15th October next. English Bath and Kitchen Ranges, Hot and Cold Water, Electric Light, First Class Modern Apartments throughout, including Water Carriage System.

TO LET.  
HARPERVILLE, Garden Road, SEVEN ROOMS, Very Large Dining Room, Immediate possession, house in excellent order. Tennis Court and Garden.

TO LET.  
FROM 1st October next, OFFICES at 2, Connaught Road, at present in the occupation of Messrs. Denys & Rowley.

TO LET.  
HOUSES in CLIFTON GARDENS, Connaught Road. OFFICES, facing the Harbour between the Hongkong Club and Post Office.

TO LET.  
GODOWN, No. 6, Duddell Street. Apply—A. B. AVASIA, Care of E. PARANBY, No. 1, Duddell Street. Hongkong, 2nd February, 1915.

TO LET.  
NO. 4, "FAIRVIEW," Nathan Road, Kowloon. "HARTING," Austin Road, Kowloon. "HILLSIDE," No. 110, THE PEAK, 5 Rooms Furnished, from 1st November, 1915. ONE OFFICE or SHOP in Duddell Street, Ground Floor.

TO LET.  
No. 2, DES VIGUE VILLAS, 51, PEAK (Unfurnished). No. 53, THE PEAK (CAMERON VILLAS). No. 53, THE PEAK (CAMERON VILLAS). Apply to—LINSHEAD & DAVID, 8th Floor, Alexandra Building, Hongkong, 15th September, 1915.

## INTIMATION

BY APPOINTMENT.

WATSON'S OLD BROWN BRANDY.



THE PEG O' MY HEART.

A. S. WATSON & CO., LTD., WINE & SPIRIT MERCHANTS.

HONGKONG AND CHINA.

## BIRTH.

MURPHY.—At Government Civil Hospital, on 14th September, to Mr. and Mrs. C. H. MURPHY, Quarry Bay, a daughter.

The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1915.

MR. LLOYD GEORGE AND THE WAR SITUATION.

"The fate of the war will be decided by Great Britain's course during the next three months." These are the words not of a publicist who knows no more of the facts of the situation than the daily newspaper reports furnish him, but they represent the deliberate opinion of the British Minister of Munitions, who, of course, has exceptional means of acquiring knowledge on which to base an opinion. Mr. LLOYD GEORGE is simply confirming what a fortnight ago, at least—we should have called the popular impression derived from the events of the past few months when he states that it is not to be expected that Russia will be able to afford for many months to come the same active help that she has given hitherto; and the same comment may be made upon his reference to France being unable to do more than she is doing now, if this means simply that France has drawn all her available men into war service. It may here be remarked that it is not clear from the telegram exactly when Mr. LLOYD GEORGE expressed these opinions—whether yesterday or a fortnight ago. They are contained, we are told, in a "characteristic preface" presumably of some unnamed work which has just been published, and we are inclined to think that this preface was written a fortnight or more ago when the position on the Russian front gave less promise, perhaps, than it does to-day of the continuance by the Russians of the same active help that they have given hitherto. During the past few days the Russians have shown a wonderful recovery and the punishments they are inflicting on the enemy's forces all along that extensive front is manifestly

contributing greatly to the ultimate victory of the Allies. The news of the past week clearly shows that they are more than holding their own. We must not overlook the fact that the main object of the Minister of Munitions in expressing the opinion reported in the telegram is to arouse in every able-bodied man in the British Empire a sense of the tremendous issues at stake in the War. In a country which relies on the voluntary system of recruitment—the compulsion of public feeling—it is obviously necessary to paint the situation in colours that compel attention. Whether we are getting "all the men we shall want for the fighting line next year to enable us to hold even our own" is a question that cannot be answered by the man-in-the-street, as well as by the Commander-in-Chief. Lord Kitchener has but to say the word that the voluntary system has ceased to furnish the necessary number of men, and there is little doubt that in those circumstances the nation would be found prepared for conscription, and it may be that this is foreshadowed in Mr. LLOYD GEORGE'S warning: "If the nation hesitates when the road is clear to take the necessary steps to call forth its manhood to defend its honour and existence, then I see no hope; but if we sacrifice all we own and all we like for our native land, and if our preparations are characterised by grip and resolution and prompt readiness in every sphere, then victory is assured."

Coming from a member of the Cabinet in the closest touch with the War Office the warning contained in these measured terms cannot be disregarded. For England the issue is Empire or no Empire, and as Sir EDMUND BARTON, the late Prime Minister of the Commonwealth of Australia, has recently said, only one kind of peace is possible—that which would follow the utter defeat of Germany. "If peace were made of an inconclusive character with Germany, it would be only delaying the evil day and mean renewed effort on her part to carry out her purpose of killing the Empire of Liberty." In this view, there is general concurrence, and nowhere is that view more strongly held than in the self-governing Colonies which are so nobly playing their part in the war.

Sir Edmund, speaking in London, said he had heard no opinions in Australia favourable to a patched-up peace, but he had come across a few men in England—a very few—who thought it was not wise to hold out for such terms as would humiliate a proud nation. He did not agree. "Germany," he said, "had humiliated many proud nations in her day. She had humiliated Denmark, then Austria, and afterwards France. Now she sought to humiliate all Powers save herself. She deserved humiliation in turn; such an overthrow as would prevent her ever attempting to repeat this crime for generations to come." That is the common aim and fixed purpose of the Allies, and if it should seem that the utterances of Mr. LLOYD GEORGE with their many "ifs" and "buts" are at times somewhat pessimistic regarding the outcome of the struggle, we must never forget that in his capacity of Minister of Munitions charged with creating a great organisation for the output of munitions, he is appealing to a special class of men who do not yet seem to realise that it is scarcely possible for these new factories and workshops to be equipped with adequate labour to supply the armies unless all Trade Union restrictions and regulations applicable to normal times are now suspended and disregarded until victory is won. Short of conscription there are no means of effectually impressing on large classes of men the gravity of the situation, other than the means which Mr. LLOYD GEORGE has adopted. The Trades Unions are naturally extremely reluctant to lightly surrender principles won only after years of struggle, and it is only by painting the picture in the darkest colours, as Mr. LLOYD GEORGE does, that this reluctance is to be overcome. It is impossible to deny the force of the arguments the Minister presents, and though his experiences with the Trades Unions have been exceedingly trying, we cannot doubt that his weighty words of warning will have the effect they are intended to produce, and so assure the victory at an earlier date than would otherwise be likely.

A mail for Europe via Siberia closes to-morrow at 3 p.m.

The Hon. Mr. Claud Severn, Colonial Secretary, returned to the Colony yesterday from a brief holiday in Japan.

Two fatal Chinese cases of enteric fever were the only cases of communicable disease of any kind reported in the Colony last week.

Dr. O. M. Heanley, after an absence of seven months, has returned to Hongkong from South Africa, where he has been on a visit to his father.

The death is announced in the Kobe papers of Captain D. A. G. King, who was for many years one of the foreign pilots in the Inland Sea of Japan.

A house-boy employed by Mrs. Sutton, 2, Austin Avenue, Kowloon, was sent to gaol for three months with hard labour by Mr. Wood yesterday for stealing a wedding ring.

To the memory of the late Captain Loftus E. P. Jones, killed in action at the Dardanelles, a few of his friends at Shanghai subscribed a sum of £115, which has been handed over to the Shanghai Fund for wounded Australians.

Some excitement was occasioned at Pakhoi on Monday, the 6th inst., by the arrest of the father of Su Shun-ch'ao, who got himself made Tutuh of Canton for a few days during the second revolution. It is claimed that the father is a revolutionary too.

Just as the M.M. steamer *Cordillera*, which arrived at Yokohama on the 1st inst. from Marseilles via ports, was being berthed at the Customs pier, her main shaft snapped. As it is impossible to effect repairs, the local Agent has telegraphed to Marseilles for a new shaft to be sent out.

In the third round of the Hongkong C.C.'s Men's Doubles, Abraham and Vivesash (owe 3/6) defeated Hall and Whitmarsh (owe 15), 8/3, 6/1, and thus go into the semi-final. Two more games have yet to be played before the third round is disposed of.

Two Chinese boatwomen were charged before Mr. Wood yesterday with being in possession of a double-barrelled shot gun, an automatic single barrel shot-gun, and 300 rounds of ammunition. One of the women, who was blind, was discharged, and the other was fined \$400, with the alternative of three months' hard labour.

THE LATE MR. W. IMHOFF. FUNERAL AT HAPPY VALLEY.

The funeral of the late Mr. W. Imhoff, the well-known Canton oarsman who died at the Peak Hospital on Monday from double pneumonia, took place at Happy Valley yesterday morning amid many tokens of regret and esteem. The cortege passed the Monument shortly after 10 a.m., the large following including Mrs. Spaulding, Messrs. A. R. Lowe, F. C. Herb, U. Spaulding, R. D. Harvey, R. C. Martin, O. C. Kench, A. P. Mei, C. J. Laurent, D. M. Larkins, J. S. McIntosh, J. R. Macdonald, G. A. Caldwell, E. I. Grant Smith, E. W. Carpenter, R. Brown (representing the Royal Hongkong Yacht Club), A. Hoffmeister, M. Drevard, H. Sutton, Vice-Consul Croppin, A. Meurer, P. Landry, etc. There was a large number of beautiful wreaths, including tributes from the R.H.Y.C. and also the Canton Rowing Club. The Rev. V. E. O. Copley Moyle conducted the graveside service.

PRINCESS MARY'S GIFT. DISTRIBUTION AT VOLUNTEER HEADQUARTERS.

There was an interesting ceremony at the Volunteer Headquarters last evening, when local members of the Corps who were on duty at Christmas last were each presented with the handsome box given by Princess Mary to the members of Majesty's forces. The Volunteers were drawn up on the Headquarters parade ground in charge of their officers, and received the gift from the hands of the Commandant of the Corps (Lieut.-Colonel A. Chapman) inside the Headquarters building.

The officers present beside the Commandant were Major D. MacDonald, Major Wakeman, Surgeon-Major G. D. R. Black, Captain Stewart (Adjutant), Captain A. F. Churchill, Captain W. Murray Scott, Captain G. G. Wood, Captain W. Armstrong, Capt. W. Russell, Lieutenants Danby, Kennell, Murphy, McKenny, Rees, C. Smith, and Wright.

Lieut.-Colonel CHAPMAN, addressing the group, said it was very gratifying to know that they who were serving their King and country in this distant outpost of the Empire had not been forgotten, and he was sure they all appreciated very highly the kindly thought that prompted the sending of the boxes to Hongkong. He believed that the cartridge cases enclosed in the box was in each instance recovered from the battlefields of Europe and they all hoped that the bullet which originally completed the cartridge case found a billet in one of the Hun's.



**BRITAIN'S RESPONSIBILITY.**

PETROGRAD, September 14th.

The inhabitants of townships and villages in the province of Grodno are marching fifty to sixty miles to various points on the railways. Thousands are sleeping in the woods exposed to the rain and cold, but the authorities are doing their utmost to assist and feed the refugee multitudes.

ROME, September 14th.

The Austrians wasted ammunition all last night in an unavailing bombardment of the Italian positions at Arsiero, west of Rovereto. They also twice unsuccessfully attacked the Italians in the upper Rienz valley, in Carnia. The Italians on the upper Isonzo attacked strong positions still in the hands of the Austrians, and achieved appreciable progress, in the eastern Plezzo basin in spite of the difficulty of the ground, and a desperate Austrian resistance supported by powerful batteries. The Austrians on the night of the 12th. sent troops in an armoured train from Gorizia against the Italian trenches south of Zagora. The Italians repulsed them with the help of a mountain battery.

Reuter learns from another diplomatic quarter that the Persian situation is somewhat improved, and the Persian Government is offering guarantees for securing order.

securing through the normal conditions, are e  
ed shortly.

Tonnage.

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## SHIPPING

## ARRIVALS.

JINSEI MARU, Japanese str., 2,862, G. Ohia, 14th September—Bombay 27th August, Cotton and General—Nippon Yusen Kaisha.  
 RHESUS, British str., 4,294, Inkster, 13th September—Singapore 8th September, General—Butterfield & Swire.  
 SUNGKIANG, British str., 897, J. Robinson, 13th September—Haiphong 11th September, General—Butterfield & Swire.  
 TANGO MARU, Japanese str., 2,450, K. Soyeda, 14th September—Nagasaki 10th September, General—Nippon Yusen Kaisha.  
 TAMING, British str., 1,561, Pennafather, 14th September—Ioilo 10th September—Sapan Wood—Butterfield & Swire.  
 UNKAI MARU No. 4, Jap. str., 1,910, K. Kuroshima, 14th September—Kure 7th September, Coal—Mitsui Bussan Kaisha.  
 YUENSANG, British str., 1,129, W. Mooney, 14th September—Manila 11th September, General—Jardine, Matheson & Co.

## CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.  
 September 14th.

JINSEI MARU, Japanese str., for Moji.  
 SZECHUEN, British str., for Swatow.  
 TAJIKOMEN, Dutch str., for Shanghai.

## DEPARTURES.

September 14th.  
 ARABIAN, Danish str., for Shanghai.  
 CHINGCHOW, Brit. str., for Port Paravul.  
 HINGSONG, British str., for Shanghai.  
 HONGWAN I., British str., for Singapore.  
 LOEMEDON, British str., for Dalny.  
 LOKSANG, British str., for Hoihow.  
 SENSU MARU, Japanese str., from Canton.  
 TAIHO MARU, str., for Shanghai.  
 TENYO MARU, Jap. str., for Shanghai.  
 WOSANG, British str., from Canton.

## SHIPPING REPORT.

The British str. Taming reports: Light to moderate winds, moderate sea, fine weather.

## PASSENGERS.

## ARRIVED.

Por Jinsei Maru, from Bombay, for Hongkong, Mr. Isaac Benjamin.  
 Por Tainyo Maru, from Nagasaki, for Hongkong, Hon. Mr. C. Severn, Mr. A. G. Gordon, Mrs. E. Brackett, Mr. W. E. Malouin, Mr. S. Kondo, Mrs. Warnock, Mr. I. Shibata, Mr. K. Oda, and Miss Yamashita.

## DEPARTED.

Por Tainyo Maru, for San Francisco, etc., Mr. and Mrs. Allaire, Mrs. M. C. Butler, Miss Butler, Miss E. M. Buck, Dr. and Mrs. R. P. Crandall and servant, Mr. D. Copland, Mr. H. K. Crichton, Mr. and Mrs. A. S. Chapman, Rev. and Mrs. H. Campbell, Mr. and Mrs. G. F. Deshon, Mr. and Mrs. A. Denvers, Mr. and Mrs. L. T. Ekins and two children, Mr. Earnshaw and servant, Mr. and Mrs. C. B. Furnell, Mrs. J. Gould, Miss Hope Goode, Rev. R. Gillies, Mr. C. L. Goodrich, Mr. J. W. Hausmann and servant, Mr. H. H. Hough, Mr. and Mrs. E. T. Hoopes, Miss H. T. Hoopes, Miss M. J. Hoopes, Bishop E. E. Hoss, Mr. E. E. Hoss, Jr., Mr. H. A. Glover, Mr. C. Isano, Mr. H. R. Johnson, Mr. T. Kamada, Miss E. Kirkpatrick, Mr. E. Leckie, Mr. T. Matsumura and servant, Mr. and Mrs. G. D. McIlraith, Mr. P. M. Marsh, Mr. O. A. Mearns and servant, Mrs. J. H. Riley, Miss L. Riley, Mr. F. J. Rives, Mr. M. S. Sassoon and servant, Mr. Y. S. Sandford, Rev. J. T. Taylor, Mrs. R. F. Wood, Mrs. P. M. Woods, Mrs. C. E. Warren, Mr. G. E. Anderson, Mr. J. C. Goodfellow, Mr. J. J. Miclo, Capt. and Mrs. Foster and two infants, Brigadier General F. McIntyre, Mr. G. W. Parsons, Mr. Z. Volpicelli.

## TO DEPART.

Por Tainyo Maru, for Australia, etc., Rev. Fr. P. Fra, Mrs. Harrison, Capt. Connors, Mr. Lister Henry, Mr. A. C. Haig, Mr. A. Warner, Mr. Susman, Mr. A. Robinson, Mrs. E. Clerget, Mrs. Hinton, Mr. and Mrs. Shimidzu and infant, Miss E. Buckett, Mr. K. Wada, Mr. M. E. Shortess, Mr. Ochi, Mr. Honda, Mr. Matthews, Mr. Miyaki, Mr. F. H. Noble, Mr. J. Darragh, Mr. D. S. Hewitt, Mr. Takayama, Mr. and Mrs. Clayton, Messrs. Ballantine, Read, Fox, F. E. Gooder, Seki, Shinohara, Y. Kashiwagi, J. Moltzen, W. Rayner, F. Gatehouse, F. Norbury, and Miss Matzu.

## VESSELS EXPECTED.

## MERCHANT STEAMER.

The str. Tainyo left Port Darwin for Hongkong via Philippine ports on 8th inst., and may be expected to arrive on or about 16th inst.

## INDO-CHINA LINE.

Kumsang, from Calcutta, is due in Hongkong 17th September.

## SHIRE LINE, LIMITED.

Carnarvonshire, from London, is due in Hongkong 28th September.

## INDRA LINE, LIMITED.

Saint Egbert, from New York, is due in Hongkong 20th September.  
 Agents, FRANK WATERHOUSE & CO., SEATTLE.  
 Jaka Maru, from Moji, is due in Hongkong 20th September.

## LATEST STEAMER MOVEMENT.

The str. Montecarlo arrived Taipei on Monday, 13th September, at 8 a.m., left Taipei same day, at 6 p.m., due to arrive Wooning to-day, at 5 a.m.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME.	FLAG & REG	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & LEITH	BLOEMFONTEIN	Brit. str.	—	—	THE BANK LINE, LIMITED	On 17th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 24th inst., at Noon
LONDON VIA USUAL PORTS OF CALL	NORN	Brit. str.	—	D. Asbury	P. & O. S. N. Co.	About 24th Oct.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	MERIONETHSHIRE	Brit. str.	—	Yamawaki	JARDINE, MATHESON & CO., LD	beginning of Oct.
MARSEILLES VIA PORTS	YASAKA MARU	Jap. str.	—	Nagasaki	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA KIELUNG &c.	PAUL LEON	From str.	—	T. Hamada	NIPPON YUSEN KAISHA	On 18th Oct., at 5 p.m.
BOSTON & NEW YORK VIA SUEZ CANAL	TAKOMA MARU	Jap. str.	—	T. Hamada	JARDINE, MATHESON CO., LD	On 21st inst., at 4 p.m.
NEW YORK VIA SUEZ CANAL	INDRAKUALA	Brit. str.	—	Filmer	JARDINE, MATHESON & CO., LD	On 8th Oct., at 3 p.m.
YANCOUVER & SEATTLE	PATHAN	Brit. str.	—	Soyeda	JARDINE, MATHESON & CO., LD	Beginning of Oct.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	UNKAI MARU	Jap. str.	—	E. S. Baldo	JARDINE, MATHESON & CO., LD	About 25th Sept.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARY	Jap. str.	—	P. W. Gerson	JARDINE, MATHESON & CO., LD	On 23rd inst., at 10.30 a.m.
MEXICAN, PERUVIAN & OTHER PORTS VIA JAPAN	SHIYO MARU	Jap. str.	—	V. Liddell	JARDINE, MATHESON & CO., LD	On 18th Oct., at Noon.
DELAGO BAY, DURBAN, EAST LONDON, &c.	KATHIWAR	Jap. str.	—	H. G. N. Walker	JARDINE, MATHESON & CO., LD	On 10th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD	On 24th inst.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	1 m.	T. A. Mitchell	JARDINE, MATHESON & CO., LD	To-day, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TAITUAN	Brit. str.	1 m.	W. L. Jones	GIBB, LIVINGSTON & CO.	On 17th inst., at 11 a.m.
WEIHAIWEI & TIENTSIN	CHONGSHING	Brit. str.	1 m.	S. Homewood	BUTTERFIELD & SWIRE	On 24th inst.
KOBE & MOJI	CHONGSHING	Brit. str.	1 m.	E. S. Baldo	JARDINE, MATHESON & CO., LD	On 13th inst., at D'light.
JAPAN	KUMANG	Brit. str.	1 m.	G. C. Talbot	JARDINE, MATHESON & CO., LD	On 24th inst., at D'light.
SHANGHAI KOBÉ & MOJI	TIENHONG	Dut. str.	1 m.	Irisawa	JARDINE, MATHESON & CO., LD	On 19th inst., at D'light.
SHANGHAI	FOOCHANG	Jap. str.	1 m.	H. R. Hetherington	JARDINE, MATHESON & CO., LD	On 12th Oct.
SHANGHAI	WANGHAI	Brit. str.	1 m.	S. Saito	JARDINE, MATHESON & CO., LD	To-day, at Noon.
SHANGHAI	CHENHAI	Brit. str.	1 m.	J. S. Thomson	JARDINE, MATHESON & CO., LD	To-morrow, at D'light.
SHANGHAI	CHOWHANG	Brit. str.	1 m.	W. M. Mooney	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	ANHUI	Brit. str.	1 m.	S. Homewood	JARDINE, MATHESON & CO., LD	On 19th inst., at D'light.
SHANGHAI	MAITIA	Brit. str.	1 m.	E. S. Baldo	BUTTERFIELD & SWIRE	On 19th inst., at D'light.
SHANGHAI, KOBÉ & YOKOHAMA	PUSHIMI MARU	Jap. str.	—	O. C. Talbot	P. & O. S. N. Co.	About 24th inst.
SHANGHAI, KOBÉ & YOKOHAMA	V. CIOTAT	Jap. str.	—	Irisawa	NIPPON YUSEN KAISHA	On 25th inst., at 10 a.m.
SHANGHAI	TIENHONG	Dut. str.	—	H. R. Hetherington	MESSAGERIES MARITIMES	On 4th Oct., at 5 p.m.
SHANGHAI	NOVARA	Brit. str.	—	H. R. Hetherington	JAVA-CHINA-JAPAN LINE	On 5th Oct.
SHANGHAI	OTTOWA MARU	Jap. str.	—	S. Saito	P. & O. S. N. Co.	About 9th Oct.
SHANGHAI	DAIJI MARU	Jap. str.	—	J. S. Thomson	ORAKA SHOKUN KAISHA	To-morrow, at 10 a.m.
SHANGHAI	KAICHING	Brit. str.	2 h.	J. S. Thomson	ORAKA SHOKUN KAISHA	On 19th inst., at Noon
SHANGHAI	KATANG	Brit. str.	2 h.	W. M. Mooney	DOUGLAS LAPRAIR & CO.	On 17th inst., at 3 p.m.
SHANGHAI	KUENHANG	Brit. str.	1 m.	W. M. Mooney	DOUGLAS LAPRAIR & CO.	On 21st inst., at 3 p.m.
SHANGHAI	TAMING	Brit. str.	1 m.	S. Tokushige	JARDINE, MATHESON & CO., LD	On 18th inst., at 3 p.m.
SHANGHAI	LONGGANG	Brit. str.	—	W. G. G. Leach	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI	KISHI MARU	Jap. str.	—	Sasaki	JARDINE, MATHESON & CO., LD	On 25th inst., at 3 p.m.
SHANGHAI	JAPAN	Jap. str.	—	O. F. Sedden	NIPPON YUSEN KAISHA	To-day.
SHANGHAI	TOSA MARU	Jap. str.	—	Takano	DAVID BARBOON & CO., LD	On 17th inst.
SHANGHAI	YUJIAIAP	Dut. str.	—	D. A. Gardiner	NIPPON YUSEN KAISHA	On 18th inst.
SHANGHAI	SALAMIS	Brit. str.	—	T. Konishi	JAVA-CHINA-JAPAN LINE	To-morrow.
SHANGHAI	DAIGI MARU	Jap. str.	—	R. Kennedy	ORAKA SHOKUN KAISHA	On 23th inst.
SHANGHAI	MAUSANG	Brit. str.	—	J. A. Matthews	JARDINE, MATHESON & CO., LD	To-day, at 10 a.m.
SHANGHAI	HINGHANG	Brit. str.	—	J. Robertson	JARDINE, MATHESON & CO., LD	To-morrow, at Noon.
SHANGHAI	SUNGKILANG	Brit. str.	1 m.	Mathews	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
SHANGHAI	TASSANG	Jap. str.	—	Mathews	JARDINE, MATHESON & CO., LD	To-day, at 10 a.m.



**PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.**

<div>FOR</div> <b>MARSEILLES AND LONDON</b>									
TAKING PASSENGERS ALSO FOR									
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.									
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.									
Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANG- HAI	Leave HONG- KONG	Connecting Steamer from COLOMBO to MARSEILLES AND LONDON	Due at MARSEIL- LES	Due at LONDON			
—	NANKIN ...	Sep. 19	Sep. 24	†ARABIA ...	Oct. 23	Oct. 30			
Sept. 26	NORE ...	Oct. 3	Oct. 8	†MOULDAVIA ...	Nov. 6	Nov. 13			
—	MAITA ...	Oct. 17	Oct. 22	†KHYBER ...	Nov. 20	Nov. 27			
Nov. 8	NOVARA ...	Oct. 31	Nov. 5	†MEDINA ...	Dec. 4	Dec. 11			
—	NELLORE ...	Nov. 15	Nov. 19	†MONGOLIA ...	Dec. 18	Dec. 25			
—	SARDINIA ...	Nov. 29	Dec. 4	—	1916	1916			
Dec. 6	NANKIN ...	Dec. 13	Dec. 17	†MALWA ...	Jan. 1	Jan. 8			
—	—	—	—	†MOOLTAN ...	Jan. 15	Jan. 22			

Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong at the time of Booking.  
F A R E S  
The Fares to London and Marseilles are as follows:—

MARSEILLES					
1st Saloon	"A"	Accommodation	Single	£74.	Return £111.
	"B"	"	"	£68.	" £102.
2nd Saloon	"A"	"	"	£52.	" £78.
	"B"	"	"	£48.	" £72.
MARSEILLES					
1st Saloon	"A"	Accommodation	Single	£70.	Return £105.
	"B"	"	"	£64.	" £96.
2nd Saloon	"A"	"	"	£50.	" £75.

"B" \$46. \$89.  
 IN ADDITION TO THE ABOVE MAIL STEAMERS  
 INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR  
**LONDON**  
 CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES  
 PROPOSED SAILINGS.

STEAMERS.	Leave	Leave	Leave	Leave	Due at	Due at
	Y'NAMA.	SHANGHAI	H'KONG.	S'PORE.	M'elles, H'elling	LONDON.
NORE ... ..	about Sept. 26	about Oct. 3	about Oct. 8	about Oct. 14	about Nov. 9	about Nov. 15 1916.
NAGOYA ... ..	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30 1916	Jan. 2
NAMUR ... ..	Dec. 6	Dec. 18	Dec. 22 1916	Dec. 28 1916	Jan. 27	Feb. 5
KASHMIR ... ..	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO  
**FARES TO LONDON:**  
 1st Saloon £68 Single £87 Return, 2nd Saloon £42 Single; £53 Return]  
**FARES TO MARSEILLES:**  
 1st Saloon £24 Single, and Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.  
 Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered  
 without Notice.

For Further Particulars apply to—

**E. A. HEWETT,**  
 SUPERINTENDANT

**NIPPON YUSEN KAISHA**  
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	{ YASAKA MARU Capt. Yamawaki	21,000	THURSDAY, 23rd Sept., at Noon.
	{ MIYASAKI MARU Capt. Tsuranaka	16,000	THURSDAY, 7th Oct., at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELING SEANGHAI, HOIL KORE	{ TAMBA MARU Capt. Nagasuy	12,500	TUESDAY, 21st Sept., at 4 P.M.
	{ SHONAN MARU		THURSDAY

YOKOICHI and YOKOHAMA	\$	YOKOHAMA MARU	12,500	THURSDAY,	20
		Capt. -----		Sept., at Noon.	
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE ... ..	\$	TANGO MARU	13,500	WED'DAY,	16
		Capt. Soyeda,		Sept., at 4 P.M.	
	\$	NIKKO MARU	9,000	FRIDAY,	16
		Capt. Takeki,		Oct., at 4 P.M.	
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	\$	TOSA MARU	10,000	SATURDAY,	18
		Capt. Takano		Sept.	
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	\$	KIRIN MARU	8,000	WED'DAY,	15
		Capt. Sasaki		Sept.	
SHANGHAI, MOJI and KOBE	\$				
SHANGHAI, KOBE and	\$	FUSHIMI MARU		SATURDAY,	25

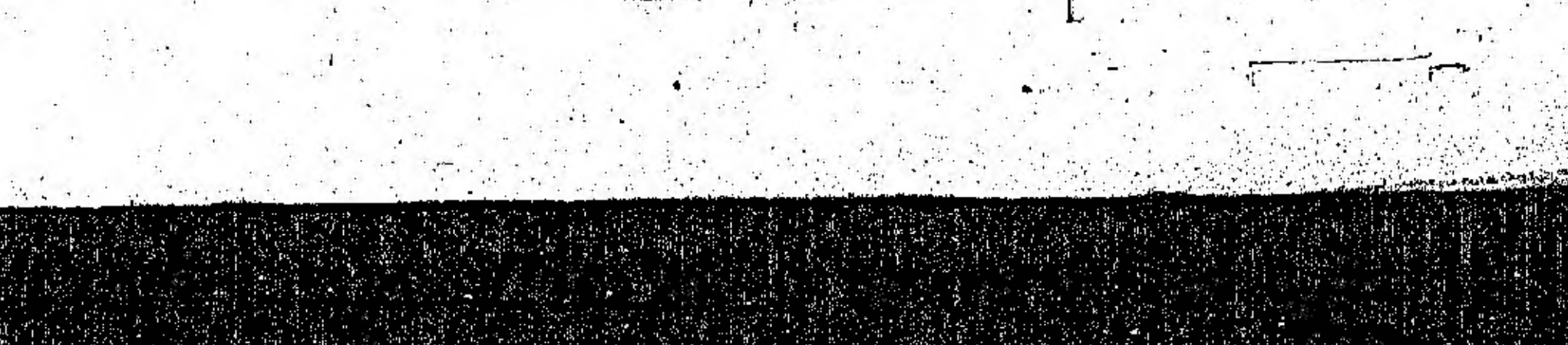
YOKOHAMA	...	...	Capt. Arizawa	21,000	Sept., at 10 A.M.
NAGASAKI, KOBE and	...	...			
YOKOHAMA	...	...			
SHANGHAI, KOBE and	...	...			
YOKOHAMA	...	...			

§ Wireless Telegraphy.      \* Not Calling at Keelung.

SOME PRINCIPAL FARES.											
To	London	1st	Single	Yen	600.	To	Marseilles	1st	Single	Yen.	500.
"	"	Return	"	"	900.	"	"	Return	"	"	750.
"	"	2nd	Single	"	400.	"	"	2nd	Single	"	300.
"	"	Return	"	"	600.	"	"	Return	"	"	450.

To London, Southampton, Liverpool via New York	\$260.13.0
To Montreal	\$260.3.0
To Victoria, Vancouver, Seattle, 1st Single	\$225.
1st Return	\$27.10.
To Sydney, 1st Single \$10. To Melbourne, 1st Single	\$41.
1st Return	\$72.
1st Return	\$73.13.
To Yokohama, 1st Return \$150. To Kobe, 1st Return	\$135.
2nd " \$90. " 2nd	\$83.

**ROUND-THE-WORLD, YEN 1,045.**  
 For Further Information as to Freight, Sailing, &c., apply to—  
**T. KUSUMOTO, MANAGER.**  
 TELEPHONE NOS. 232 and 1941.



**Abstract**



